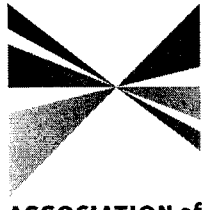


SOUTHERN CALIFORNIA



**ASSOCIATION OF  
GOVERNMENTS**

**Main Office**

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

[www.scag.ca.gov](http://www.scag.ca.gov)

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**Ventura County Transportation Commission:**  
Keith Millhouse, Moorpark

559-5124/05

## MEETING OF THE

# REGIONAL COMPREHENSIVE PLAN TASK FORCE

**Monday, August 22, 2005**

**10:30 a.m. – 12:30 p.m.**

## SCAG Offices

**818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor**

**Riverside B Conference Room**

**Los Angeles, California 90017**

**213.236.1800**

## VIDEO CONFERENCE LOCATION

**SCAG, Riverside Office**

**3600 Lime Street, Suite 216**

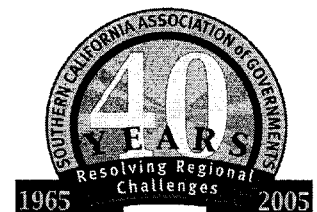
**Riverside, CA 92501**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at 213.236.1993 or [salcido@scag.ca.gov](mailto:salcido@scag.ca.gov)

Agenda and minutes are available on the web at:

[www.scag.ca.gov/rcp](http://www.scag.ca.gov/rcp)

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# REGIONAL COMPREHENSIVE PLAN TASK FORCE

## AGENDA

August 22, 2005

### 1.0 CALL TO ORDER

Councilmember  
O'Connor, Chair

### 2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

### 3.0 REVIEW and PRIORITIZE AGENDA ITEMS

### 4.0 CONSENT CALENDAR

#### 4.1 Minutes of July 25, 2005

### 5.0 ACTION ITEMS

#### 5.1 Preliminary Draft Economy and Education Chapter Attachment **Bruce DeVine, SCAG Staff**

Staff will present the new draft policy compendium as requested by the Task Force.

**Recommended Action:** Forward this version, along with the "existing conditions" and "action plan" to the CEHD Committee for review at its next regular meeting.

#### 5.2 Solid and Hazardous Waste Chapter Attachment

**Jacob Lieb,  
SCAG Staff**

Staff will present the Preliminary Draft Solid and Hazardous Waste Chapter for consideration.

**Recommended Action:** Request that the Energy and Environment Committee release the Preliminary Draft for public review and input.



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS

# REGIONAL COMPREHENSIVE PLAN TASK FORCE

## AGENDA

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### 5.3 Land Use and Housing Chapter Attachment

**Jacob Lieb,  
SCAG Staff**

Staff will present the preliminary Draft Land Use and Housing Chapter for consideration.

**Recommended Action:** Forward to the CEHD Committee for review at its next regular meeting.

### 6.0 INFORMATION ITEMS

### 7.0 CHAIR'S REPORT

**Councilmember  
Pam O'Connor, Chair**

### 8.0 STAFF REPORT

### 9.0 FUTURE AGENDA ITEMS

Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three (3) minutes.

### 10.0 ANNOUNCEMENTS

### 11.0 ADJOURNMENT

The next meeting of the Regional Comprehensive Plan Task Force will be held in the SCAG offices on Monday, September 26, 2005.



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

# ***Regional Comprehensive Plan Task Force***

## ***Action Minutes for July 25, 2005***

The following minutes are a summary of actions taken by the Regional Comprehensive Plan Task Force.

The Regional Comprehensive Plan Task Force held its meeting at the Southern California Association of Governments offices in Los Angeles. There was a videoconference at the SCAG Inland Office in Riverside. The meeting was called to order by Chair Pam O'Connor, Santa Monica.

**Committee Chair:** Pam O'Connor, Santa Monica

### **Members Present**

Bowlen, Paul  
Cook, Debbie  
Feinstein, Michael  
LeeAnn Garcia  
Miller, Mike  
Nowatka, Paul  
O'Connor, Pam  
Pettis, Greg

### **Representing**

Cerritos  
Huntington Beach  
Santa Monica  
Grand Terrace-Video  
West Covina  
Torrance  
Santa Monica  
CVAG

### **Members Absent**

Aldinger, Jim  
Ovitt, Gary  
Perry, Biv  
Pettis, Greg  
Young, Toni

### **Representing**

Manhattan Beach  
San Bernardino  
Brea  
CVAG  
Port Hueneme

### **New Members**

None

## **1.0 CALL TO ORDER**

Pam O'Connor, Chair, called the meeting to order at 10:35 a.m.

## **2.0 PUBLIC COMMENT PERIOD**

None offered.

## **3.0 REVIEW AND PRIORITIZE AGENDA ITEMS**

Present and review Item 5.4 before Item 5.3. If there is not enough time to hear Item 5.3, it will be agendaized for next month's meeting. There was no objection.

## **4.0 CONSENT CALENDAR**

4.1 The minutes of May 23, 2005 were unanimously approved.

## **5.0 ACTION ITEMS**

### **5.1 Draft Economy and Education Chapter**

Bruce DeVine, SCAG Chief Economist, provided a report on the chapter development reflecting the changes after the previous Task Force meeting. Each point was read and discussed. Debbie Cook asked that there be more information regarding Education included in the chapter. Michael Feinstein asked that this chapter be brought back to the next task force meeting for further discussion.

# ***Regional Comprehensive Plan Task Force***

## ***Action Minutes for July 25, 2005***

**Action:** The Task Force, without objection, directed staff to revise the report, based on their comments, and agendize for the next meeting.

### **5.2 Draft Energy Chapter**

Jennifer Brost, SCAG staff, provided a report on the preliminary draft chapter and discussed it with the group. The following recommendations were made.

- Include parallel language in actions for the Federal Government, State Legislature, SCAG and Regional Agencies, and Cities and Counties with regard to promoting wind energy.
- Add a new SCAG energy generation policy at the top of page 6 that states, "Encourage future power generation be renewable to the greatest extent possible."
- Add a new action for Counties and Cities under efficient landscaping and site design at the top of page 10 that states, "Encourage local jurisdictions to adopt green building guidelines."

**Action:** The Task Force, without objection, instructed staff to forward the chapter to the Energy and Environment Committee and release for review, with their recommendations.

Jennifer Brost asked for the group's input on potential members for the proposed Ad Hoc Energy Working Group.

**Action:** The Task Force recommended that members come from municipalities and the Imperial Irrigation District.

### **5.4 CEQA Reform and Potential Expanded RCP Approach**

Jacob Lieb, SCAG staff, provided a report to the Task Force. Each point was read and discussed.

Paul Nowatka asked that the Task Force be thoroughly educated on CEQA so that they can provide thorough input.

**Action:** The Task Force, without objection, instructed staff to report to the Policy Committees on expanding the RCP effort.

### **6.0 INFORMATION ITEMS**

None

### **7.0 CHAIR'S REPORT**

None

# ***Regional Comprehensive Plan Task Force***

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## ***Action Minutes for July 25, 2005***

### **8.0 STAFF REPORT**

Jacob Lieb, SCAG Staff, is continuing to investigate into conducting an off-site meeting for the Task Force at the Museum of Natural History with a tour afterwards of the exhibit entitled, "Collapse." He also informed the group that all of the year end products were completed by the end of the fiscal year.

### **9.0 FUTURE AGENDA ITEMS**

- Solid and Hazardous Waste Chapter
- Economy and Education Chapter

### **10.0 ANNOUNCEMENTS**

None

### **11.0 ADJOURNMENT**

The meeting was adjourned at 12:25 p.m. The next Task Force was scheduled for August 22, 2005 from 10:30 a.m. to 12:30 p.m., the location to be announced later.

# MEMO

**DATE:** August 15, 2005

**TO:** Regional Comprehensive Plan Task Force

**FROM:** Bruce DeVine, [devine@scag.ca.gov](mailto:devine@scag.ca.gov), (213) 236-1903

**RE:** Draft RCP Economy and Education Chapter

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## RECOMMENDED ACTIONS

Recommend that the Task Force forward this Draft version of the RCP Economy and Education Chapter, along with the two additional sections referenced below as soon as they are ready, to the CEHD Committee for review at its next regular meeting.

## BACKGROUND INFORMATION

The attached *Draft Economy and Education Chapter* of the Regional Comprehensive Plan and Guide represents the third stage in the development of this chapter. In the initial stage staff presented a matrix titled "SCAG Economic Policy Statements and Recommendations for Revision," which contained a list culled from four key SCAG documents: the Economy Chapter of the 1996 RCP&G, the 2004 RTP, Southern California Compass, and the "Southern California Regional Strategy for Goods Movement: A Plan for Action" (March 2005). This list of policy statements and recommendation was then amended and added to in two subsequent rounds, in the second of these receiving an entirely new "Overarching Theme Statement" drafted by the Task Force.

As requested by the RCP Task Force at its May 23, 2005 meeting, this new Draft version incorporates in red all edits and changes made by the Task Force to date. In addition, also in response to the Task Force's direction, this version eliminates the matrix used up until now to present SCAG economic policies and puts the revised and added policy statements into text form.

An "existing conditions" section is in preparation and will be married to this third stage of the chapter when it is completed. An action plan is also being prepared for the chapter. As the latter depends in part on the "existing conditions" section, the two will be finalized in tandem.

**NOTE:** *As discussed at the July 25 meeting of the Task Force, a set of proposed revisions to the attached version of the Chapter is being prepared by Task Force member Feinstein. However, staff did not receive these revisions in time to include them in the Agenda package. Mr. Feinstein will be meeting with me to discuss them sometime during the week prior to the Aug. 22 Task Force meeting. Following this discussion, we will, in consultation with Chair O'Connor and Jacob Lieb, decide on an appropriate course of action.*

**DRAFT RCP ECONOMY AND EDUCATION  
CHAPTER**

Incorporating comments and suggestions made by  
the RCP Task Force at its meeting  
on May 23, 2005

Bruce F. DeVine  
Chief Economist  
(213) 236-1903  
[devine@scag.ca.gov](mailto:devine@scag.ca.gov)

June 30, 2005



## **Revised Economy and Education Chapter<sup>1</sup>**

May 2005

Regional Comprehensive Plan Task Force

### **OVERARCHING THEME STATEMENT**

A bold new strategy is needed to ensure the SCAG region economy flourishes in the future. The first step is to identify the actions we as a region can take to improve our attractiveness to enterprise and create jobs that will enable all the region's workers to meet basic needs. The Compass Growth Visioning principles--in particular livability, prosperity, and sustainability--can serve as the foundation for this new economic strategy. In order to satisfy the prosperity and sustainability criteria, ~~regional~~ ~~local government?~~ policies must be developed that enable business to be profitable and competitive regionally, nationally and internationally while at the same time ensuring sufficient growth in employment and incomes to alleviate poverty and meet the needs of all who participate in the economy. Community planners and businesses should be encouraged to provide a variety of housing to meet the needs of all income levels; housing should be located near jobs; and environmental justice must be ensured. Governments and private sector organizations in the SCAG mega-region must think strategically as they develop plans for their future.

### **Revised Economic Policy Statements**

#### ***Regional Economic Goals***

1. Income targets for 2030 should be phrased in terms of desired growth rates of real income ~~and meeting basic needs.~~
2. ~~Growth in the region's economic prosperity~~ should be shared broadly by residents throughout the region.

Regional policy makers need to be concerned with five major categories of competitive resources:

- a. A competitive work force
- b. Efficient infrastructure
- c. Quality of life
- d. The "business climate"
- e. Business leadership

Attracting, retaining, educating and training a diverse labor force has become an increasingly important objective for regional economies. ~~More emphasis needs to be put on this objective given the low level of educational achievement of much of our work force and working age youth.~~ The ability to attract workers (and firms) is dependent upon critical infrastructure investment that can create good schools, mitigate congestion and crime problems, and create world class recreational opportunities.

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<sup>1</sup>Based on the Revised Economy Chapter of the 1996 RCP&G, the 2004 RTP, Southern California Compass, and the "Southern California Regional Strategy for Goods Movement: A Plan for Action" (March 2005)



For the region to remain globally competitive and at the same time locally self-reliant, significant new investment will be required to expand capacity in order to benefit from the strong growth in international trade expected. Quality of the environment must also be **respected**.

Governments and private sector organizations must develop global trade logistics infrastructure support facilities that will help local businesses remain competitive and assist the region in attracting foreign investment. Public investment is necessary to attract private investment, as well as to maintain and improve the quality of life. Quality of life, **in turn, includes** a safe and healthy environment, **amenities**, adequate resources to combat crime, community and domestic cultural resources, affordable housing, and efficient transportation systems.

Rules and regulations are a factor in business location . . . Southern California cannot ignore the implications of permit processes on location decisions. State and **local government must have flexibility to meet needs in order to bring businesses and jobs into the community**. SCAG should explore ways to assist cities in mitigating delays caused by permitting. Speeding up the permit process is a real need in view of the housing crisis.

~~The new economy makes impractical and inappropriate the old hierarchical, big company-dominated (leadership) structures of the past. It will require a new kind of business leadership—drawing from the region's increasingly diverse economic and demographic base.~~  
The new economy requires a new kind of business leadership--drawing from small and medium-size business and the region's increasingly diverse economic and demographic base.

The region must increase its share of employment in those industries and service sectors where wages and salaries will be higher than average and where growth nationwide and internationally is expected to be strong. This could include the emerging information-driven industries which typify the fast-growth, high-wage arenas that will define the nation's economic future. However, **everyone who participates in the economy should be able to meet his or her basic needs on a sustained basis for the common good**. The new model should include jobs designed to meet environmental goals. It should also include industries with a defined career ladder that do not necessarily require advanced education (e.g., logistics). FedEx and UPS are examples of this type of industry.

A state-of-the-art strategy to energize basic industry will require collaboration and cooperation through industrial clusters . . . The first step is to increase awareness of both the private and the public sector in the region as to what efforts are already under way supporting industry cluster formation.

Fundamental fiscal reform at the state and local level--involving sales, property, and income taxes--will be required in order to meet the capital investment needs of the region's economy. ~~The paramount importance local government accords sales tax revenue places a premium on tax generating retail business rather than on wealth-generating basic industry.~~ State fiscal reform--including curbing state government's ability to hijack local school and transportation funds--is most urgent. At the local level, de-emphasis of sales tax is needed.

It is the responsibility of SCAG and other regional organizations, in cooperation with regional businesses, to achieve facilitate buy-in at the subregional, city, and county levels to the need for



expanding the region's economic base. City management and . . . local elected officials must become active partners in the regional economic strategy.

### **Economic Policy in the 2004 Regional Transportation Plan**

"The 2004 RTP boosts regional employment economic vitality through transportation infrastructure investments funded through the private sector and backed by user fees . . . This regional strategy, if successful, will become a powerful economic development tool that will generate jobs, increase per capita wealth and restore economic competitiveness and social equity. In the long run, private sector infrastructure investments can revitalize the SCAG Region's economy and enhance its global economic position . . . Moreover, the economic benefits from private investments of this magnitude will not be confined to the SCAG Region; positive State and national economic impacts will also be generated."

The fuel excise tax rate should be adjusted to maintain historical purchasing power. Further, fuel tax revenue needs to be maximized through pay-as-you-go and debt financing. Pursue user-fee supported project financing for major regional investments where applicable. Public-private partnerships are desirable **because they** conserve public funds for other uses. With such partnerships, the cost of building transportation infrastructure is borne by those who benefit most directly—the users of the facilities.

### **Economic Policy in the Southern California Goods Movement Policy Paper**

#### Background

One-third of all waterborne freight container traffic at U.S. ports is handled by the Ports of Los Angeles and Long Beach. Fifty to seventy percent of the freight coming into these two ports is headed for destinations outside the region . . . Southern California provides these services to the nation while enduring substantial local burdens, including traffic congestion, air pollution, noise, public health impacts, visual blight, and freight-related safety incidents. These burdens are not compensated, thus forming an effective subsidy for lower-priced goods in other states . . . The national purpose served by Southern California's goods movement system points to the need for strong federal assistance in addressing the problem.

The federal government should explore ways to compensate the region for the services it provides, and should take legislative action to allow the region to pursue innovative funding strategies to build the needed infrastructure.

Improvements to the goods movement system should not come at the expense of other transportation system investments . . . Other sources of public and private funds must be tapped (homeland security, environmental protection, defense funds, user fees, and growth in customs fees, among others). The freight logistics industry is an important provider of jobs in the region. It employs more than 600,000 people, or 8 percent of total regional employment. SCAG's projections show that the industry will almost double its employment size by 2030, reaching more than one million jobs, representing 10 percent of total regional employment.

Given current limits on local and state finances, innovative methods will be needed to procure and pay for these system improvements. Both the Federal and State governments must act to

support innovative procurement and public-private funding mechanisms. Policy makers have the responsibility to enhance innovative financing opportunities so that public funds can better support critical goods movement projects. ~~(Note: The Goods Movement Policy Paper contains a list of innovative financing arrangements that involve local borrowers and the state and federal governments. While these are not strictly economic policy measures they are included here because they involve financial activities that are related.)~~

Three types of initiatives are currently being implemented by public and private sector goods movement stakeholders in southern California:

- Operating enhancements
- Environmental mitigations/enhancements, and
- System/physical enhancements.

Each category includes both short-term actions – generally, those that will have an effect immediately, or within about the next five years – and longer-term actions.

### **RCP Task Force General Comments on Goods Movement Policy**

Goods movement: how do we make it work? Some see increased goods movement resulting in less wealth at the cost of large air quality impacts, etc. Impacts of ports are felt on a number of freeways (e.g., 710, 110). Are such effects sustainable? How do we reduce impacts on those who don't see offsetting wealth benefits? Bottom line for many is: "how big is big enough?"

## **Southern California Compass: Growth Visioning and Economic Policy**

### **Background**

Among the strategies and principles for managing growth crafted by the Growth Visioning Subcommittee the ones most relevant to economic policy are Mobility, Prosperity, and Sustainability. Much of what the Compass project has to say in these areas is covered in the revised overarching theme statement and the sections above, but it may be worthwhile to rephrase it in Growth Visioning terms.

Under "**Mobility**" the following recommendations appear:

- Encourage transportation investments and land use decisions that are mutually supportive.
- Locate new housing near existing jobs and new jobs near existing housing.

The "**Prosperity**" principle is stated as "Enable Prosperity for all people." ~~virtually the same as statement #2, above, from the Economy chapter of the RCP&G.~~ Under this principle we find:

- Provide in each community a variety of housing types to meet the needs of all income levels.
- Support local and state fiscal policies that encourage balanced growth.

The "**Sustainability**" principle has to do with accommodating growth while avoiding development of sensitive open space resources. Sustainability includes:

- Developing strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste; and
- Focusing development in urban centers and existing cities.



# REPORT

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**DATE:** August 22, 2005

**TO:** Regional Comprehensive Plan Task Force

**FROM:** Jacob Lieb, Acting Lead Regional Planner, (213) 236-1921, [lieb@scag.ca.gov](mailto:lieb@scag.ca.gov)

**SUBJECT:** Solid and Hazardous Waste Chapter

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## **RECOMMENDED ACTIONS:**

Recommend that the Energy and Environment Committee release the Preliminary Draft Solid and Hazardous Waste Chapter for public review. Approve the process described below for making refinements to the chapter.

## **SUMMARY:**

On December 15, 2004, the Regional Comprehensive Plan (RCP) Task Force gave instructions to staff on the completion of a Draft Solid Waste Chapter. A subsequent report to the Energy and Environment Committee was made in January 2005. Staff has prepared a preliminary draft for the Task Force's consideration at this time. Further, staff is proposing additional steps to make refinements to the Chapter consistent with previous Task Force discussions.

## **BACKGROUND:**

The Regional Comprehensive Plan incorporates all applicable, current policies of the Regional Council, and develops an action plan for implementation by outside entities. Over the last year, staff, under the direction of the RCP Task Force, has developed a preliminary draft of the Solid and Hazardous Waste Chapter. This chapter has also been reviewed by the Solid Waste Task Force, a standing advisory group to the EEC which is composed of both policy makers and experts and stakeholders in the field.

At this time, the chapter should not be considered final. Rather, it includes the two key sections developed during the first year of the planning process. Pending approval by the Task Force and the EEC, staff will release this preliminary draft to the public, and undertake further activities to refine and complete the Chapter.

The attached version of the preliminary draft chapter shows suggested edits by members of the Solid Waste Task Force. These edits are for the RCP Task Force's consideration. New policy language, as shown here, could be suggested to the EEC Committee by this Task Force. Staff has reviewed the suggested changes so that they include changes that can be considered, and do not include, for example, changes to the 2004 RTP Environmental Impact Report mitigation strategy.

As discussed with the Task Force at the April and May 2005 meetings, the current (2005-2006) fiscal year effort will focus on the crafting of performance outcomes for each chapter. These outcomes should have the following features:

- Consistent with Federal and State legal requirements, at a minimum (can be more rigorous, but not less)

# REPORT

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- Fully incorporates plans prepared by responsible agencies
- Can be measured at intermediate stages
- Can be adapted to be used as significance thresholds in environmental analysis under the California Environmental Quality Act.

For the Solid and Hazardous Waste Chapter, this process, as proposed by staff, will be guided by the Solid Waste Task Force. The procedure for developing plan outcomes will include a review of all applicable State and regional plans, direct outreach to agencies with policy and regulatory authority, and dialogue to mediate various plan provisions.

**Attachment:** Preliminary Draft Solid and Hazardous Waste Chapter

This Draft Solid Waste Chapter, as presented, is preliminary, and has not been subject to formal approval of the SCAG Regional Council or any Committee. The action plan is based on the discussions of the RCP Task Force and is being made available at this time for information and for suggestions.

## **INTRODUCTION**

This chapter presents policies regarding solid waste and hazardous waste adopted by SCAG's Regional Council, an action plan to meet the policy requirements and a listing of existing conditions.

The solid waste action plan is organized according to the implementing authority. As such, there is a section for recommendations for the federal government, the California government, SCAG and other regional agencies, and local government. The action plan is further organized by distinguishing actions that are critical to implementing SCAG's regional growth vision and those which are presented as advisable practices. While the actions included here are advisory, SCAG will refer to its recommended practices in administering Inter-Governmental Review as authorized by CEQA. The action plan includes items identified as mitigation in the Program Environmental Impact Report for the 2004 Regional Transportation Plan (RTP).

In addition to the solid waste action plan, the chapter contains data on

- solid waste and hazardous waste generation and disposal,
- disposed solid waste composition,
- solid waste diversion rates and recycling,
- solid waste landfill capacity, and
- non-disposal solid waste facilities, such as
  - solid waste transfer stations,
  - material recovery facilities,
  - waste-to-energy disposal facilities, and
  - conversion technology disposal facilities.

This chapter also forecasts solid waste disposal needs as far as projections are available. Performance indicators, if used, can measure how the region is progressing toward its policy goals and relate the region's progress on solid waste issues to the Regional Council's Growth Vision principles.

## **SCAG POLICIES REGARDING SOLID WASTE, INCLUDING HAZARDOUS WASTE**

SCAG has established policies regarding solid waste, including hazardous waste. These policies can be used as a guide for jurisdictions when establishing their own waste management policies.

The guiding policy for this chapter is to "*Promote Sustainability for Future Generations.*" The Regional Council, through its 2004 Growth Vision, recognizes that management of solid waste and hazardous waste must be sustainable in order to efficiently manage natural resources and in order to protect the environment today and in the future. The overarching solid waste policy is to:

This Draft Solid Waste Chapter, as presented, is preliminary, and has not been subject to formal approval of the SCAG Regional Council or any Committee. The action plan is based on the discussions of the RCP Task Force and is being made available at this time for information and for suggestions.

- *Develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste generation, and that return waste stream materials to beneficial use.* (Policy Reference: 72)

### SCAG Solid Waste Policies

SCAG has various policies to meet the overarching solid waste policy. These are listed below along with changes recommended by the Solid Waste Task Force.

- ~~*Waste reduction goals and programs should be included in each of the county plans (Policy Reference: 135)*~~ [recommended delete since this is legally required of county and local governments]
- *Encourage local jurisdictions to continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, shall encourage further recycling all opportunities to exceed these rates.* (Policy Reference 187)
- ~~*Work with regulatory agencies to integrate requirements into local policies to the extent possible, and clarify the roles and responsibilities of regulatory agencies vis a vis local agencies, and thereby improve local government's ability to first understand its options, choose from them and then act accordingly.*~~ (Policy Reference: 107)
- *The California Integrated Waste Management Board should work with jurisdictions required to implement solid waste diversion mandates that are enacted by the legislature with an emphasis on programmatic, rather than mathematical compliance.* (Policy Reference: 186)
- *Encourage the California Integrated Waste Management Board and the Legislature to pursue policy measures that will accelerate the commercialization and permitting of beneficial solid waste conversion technologies.* (Proposed new policy)
- *Minimize future impacts related to management of solid waste through cooperation, information sharing, and program development during the update of the Integrated Solid Waste Management chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee. SCAG shall consult with the California Integrated Waste Management Board during this process.* (Policy Reference: 188)

### Hazardous Waste Policies

SCAG has adopted a resolution and several policies on hazardous waste. The Regional Council's goal in developing these policies is that hazardous waste is minimized and that jurisdictions accommodate the hazardous waste that is produced within their boundaries.

- ~~*Regional cooperation can help ensure that counties coordinate their approaches to hazardous waste management facility siting criteria to avoid one county's policies being significantly more restrictive than another county's, thereby leading to inequitable facility siting decisions. Through regional cooperation, general areas for hazardous waste management facility development that meet regional needs can be identified.*~~ (Policy Reference: 134) Recommend deletion
- *Support only the use of the best available technology including monitoring, air, and water impacts for locating any nuclear waste facility.* (Policy Reference: 148)



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- *Every county should accept responsibility for the management of hazardous wastes in the region in an amount proportional to the hazardous wastes generated within the county. (Policy Reference: 133)*
- *Jurisdictions should work together to develop a common siting criteria for hazardous waste facilities. [proposed new policy]*
- *Encourage federal, state and local efforts to educate businesses on the use of less dangerous alternatives than hazardous materials. (Policy Reference: 170)*
- *Encourage the U.S. Department of Transportation and the California Highway Patrol to continue to enforce existing regulations governing goods movement and hazardous waste transportation. (Policy Reference 169)*

### **Action Plan**

In order to make these policies useful, there needs to be an action plan that will allow jurisdictions to implement the policies. Through the Regional Comprehensive Plan Task Force and SCAG policy committees, the Regional Council has devised an action plan that presents a menu of options for jurisdictions regarding solid waste and hazardous waste. All of these items in the action plan relate to one or more of the solid waste policies as well as the mitigation measures in the 2004 Regional Transportation Plan (RTP) Program Environmental Impact Report (PEIR). The mitigation measures are part of the Action Plan.

## **RECOMMENDED ACTIONS**

### Source Reduction and Waste Prevention

1. SCAG strongly encourages all levels of government to advocate for source reduction and waste prevention. Source reduction or waste prevention includes actions to reduce waste at the source. Products with less packaging, eliminating unwanted mail before it is sent, and reusing or recycling items instead of disposing of them are all ways to prevent waste. Actions related to source reduction or waste prevention include advocating for (Policy Reference 135):

- Reducing the use of excess material used in packaging products;
- increasing the useful life of products through durability and reparability;
- decreasing of the toxicity of products;
- facilitating material or product reuse;
- the reduction, or more efficient consumer use, of materials; and
- increasing production efficiency to produce less production waste;
- continued support of government source reduction programs;
- the continuing advocacy of consumer-based “recycling” or “eco-shopping” strategies
- supporting state programs that offer incentives to those who use recycled content; thus encouraging growth in the recycled contents market;
- eliminating unnecessary duplication and/or restrictive regulations that hinder recycling, reuse, composting and conversion of solid waste;
- continuing to support efforts at all levels to stimulate the growth of recycling markets that controls the state mandates and/or demands percentage recycling;

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- continuing to advocate for the development of incentives to increase the use of recycled contents materials;
- encouraging market demand for recycled content;
- advocating and supporting the education of businesses and industries for source reduction efforts and to the benefits of using post recycled content;
- advocating and supporting the simplification and timeliness of required reporting;
- encouraging the continued development of a statewide waste prevention public awareness campaign that reduces unnecessary overlap and expenditures at the local level. (Policy Reference: 134, 135, 170, 188)

### Waste Diversion

Diverting waste from landfills through conversion technologies and recycling will reduce a region's reliance on landfills and will preserve the environment. Actions related to waste diversion and recycling include:

#### General

- Continue to support the ongoing statewide effort to quantify the “cradle to grave” full life costs of local government waste diversion programs.
- Advocate the development of subregional or multi-jurisdictional efforts to address solid waste.

#### Recycling

- Encourage international, federal, state, and local procurement policies that favor recycled products;
- Continue to advocate CIWMB's taking a realistic look at market potential for recycled materials.
- Advocate and support CIWMB developing policies that will develop and stimulate local, national, and international markets for recycled commodities.
- Advocate CIWMB providing a greater role to major recycling market industry groups (paper, plastics, metals, etc.) in the drafting of marketing development policy.
- Encourage consideration of rail accessibility to solid waste facilities and markets.
- Reduction requirements should be based only on the amount of residual solid waste ultimately disposed in landfills.
- Advocate and support state and local efforts to explore opportunities for voluntary actions to exceed the 50% waste diversion target.
- Encourage legislative approaches to help market recyclables through cost-effective financial support.
- Support and encourage the development of conversion technologies.

#### Conversion Technologies

Conversion technologies convert post-recycled residuals from material recovery facilities, currently destined for disposal, into high-value products such as energy, alternative fuels, and other industrial products. These processes divert wastes from landfills and produce energy and other products that can be used in place of consuming additional natural resources. Actions related to conversion technologies include:

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- Advocate changes in state law, which provide (a) diversion credit for beneficial use of post-recycled solid waste residuals managed at conversion technology facilities, and (b) financial support and/or tax incentives for the development of pilot or demonstration solid waste conversion technologies.
- Support federal and state incentives for research and demonstration projects for solid waste conversion technologies.
- Support the siting of pilot and demonstration solid waste conversion technologies, individually or in conjunction with other technologies, giving equal consideration to environmental, public opinion, and cost factors.
- Support state legislative, CIWMB and Air Resources Board administrative actions to streamline the permitting process for solid waste conversion technologies.
- Advocate that CIWMB actively promote solid waste conversion technologies, and provides information concerning the costs and benefits of these technologies to local governments.
- Advocate county and local programs to educate the public on the life-cycle costs and benefits of solid waste conversion technologies.
- Advocate changes in State law to separate and remove conversion technologies from the definition of “transformation,” and provide the diversion credit to non-burn conversion technologies.
- Consider siting solid waste conversion technologies, individually or in conjunction with material recovery facilities, giving consideration to environmental, public opinion, and cost factors.

### Composting

Composting is the bacterial decomposition of organic materials. Composting can reduce the volume of organic materials that would otherwise be sent to landfills by about 50%.

Actions related to composting include:

- Support state legislative, CIWMB, Air Resources Board and the California Water Resources Board administrative actions to streamline the permitting process for solid waste composting technologies and to address increasing regulatory challenges relative to siting, air quality, and odor issues.
- Advocate CIWMB to actively promote solid waste composting technologies and provide information concerning the costs and benefits of these technologies to local governments.
- Advocate county and local programs to educate the public on the costs and benefits of solid waste composting technologies.
- Consider siting solid waste composting technologies, individually or in conjunction with other technologies, giving consideration to environmental, public opinion, and cost factors.

### Landfills

Landfills have been the major component in the solid waste management system for some time. More and more often, today, however, landfills are reaching their capacity. Public and private operators of landfills are finding it difficult to site new landfills or expand existing ones because of public opposition. Actions related to landfills include:

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- Advocate the continuing review and update of the Siting Elements of Countywide Integrated Waste Management Plans and facilitate the ongoing public dialog on the role and need for landfills.
- Advocate CIWMB's taking a major role in looking at alternatives to continued waste disposal in landfills, including the development of strategies to extend the life of existing landfills.
- Support the streamlining of the CEQA process regarding landfill siting regulations and procedures.
- Encourage and support existing landfills and the siting of new landfills necessary to meet residual disposal needs.
- Support County Efforts to site landfills and to promote public dialogue related to the role and need for landfills.
- Monitor proposals to transport solid waste out-of-state and consider economic impacts to Southern California.

#### Actions from the Southern California Hazardous Waste Management Plan, July 1989

A key component of hazardous waste management is identifying disposal facilities. The actions put forth in the Southern California Hazardous Waste Management Plan encourage jurisdictions to accommodate the hazardous waste produced within their jurisdictions and not to place the disposal burden on other jurisdictions. Actions for hazardous waste include:

- Every county and city in the region should accept responsibility for the management of hazardous wastes in an amount proportionate to the hazardous wastes generated in the county and city.
- Each county should meet its obligation in managing hazardous wastes.
- Facilitate hazardous waste reduction by:
  - Supporting strategies that give priority to waste reduction;
  - Assisting in information sharing, intergovernmental coordination, and public advocacy;
  - Supporting a standard definition and reporting format for waste reduction in the region that simplifies reporting and improves timeliness;
  - Monitoring county waste reduction efforts; and
  - Facilitating intergovernmental cooperation in waste reduction among local government, the California Department of Toxic Substances Control, special purpose agencies, and military institutions.

#### **Current Conditions**

The current waste generation, waste disposal and diversion, and landfill capacity conditions for the SCAG region are presented in this section. Information about disposal options beyond landfills is also presented. Hazardous waste, including business and household hazardous waste, universal waste, and electronic waste are also discussed in this chapter on solid waste.

#### Waste Generation and Disposal

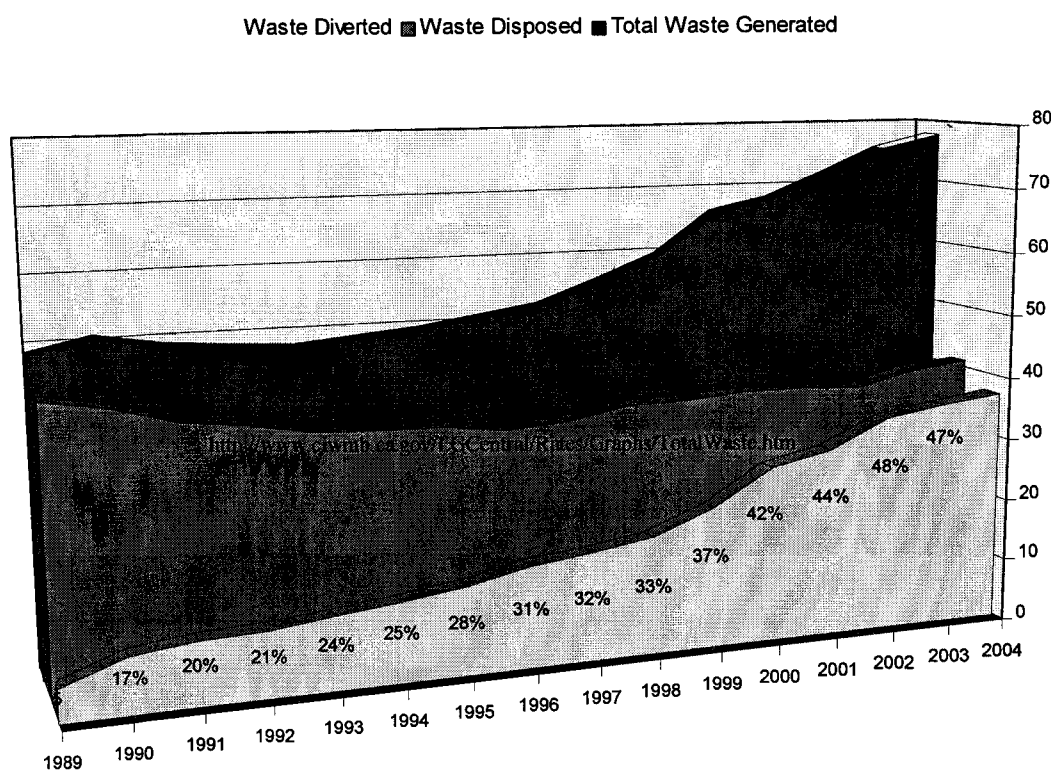
In 2003, the SCAG region accounted for 21.2 million tons of disposed waste, or approximately 57% of the statewide total of 35.8 million tons. With a statewide diversion

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Jurisdictions in the SCAG region have varying success rates in meeting AB939's goals. Some are in compliance and others are having difficulties complying with the legislation. Action will be necessary for those jurisdictions in compliance to maintain compliance with an increasing population. The SCAG region is anticipating six million additional residents by 2030. The waste disposal requirements, combined with the requirements of the existing population in an increasing urbanized environment, will be significant. Even greater actions will be necessary for those jurisdictions not in compliance to eventually meet compliance.

### Waste Diversion

In 1990, only 10% of the waste generated statewide was diverted from landfills. In 2002, the diversion rate was 48% and estimates for 2003 report that 47% of wastes were diverted from landfills. In 2004, diversion again was 48%.



Source: <http://www.ciwmb.ca.gov/LGCentral/Rates/Graphs/TotalWaste.htm> accessed June 9, 2005

Jurisdictions in the SCAG region are having varying success in meeting these goals as they attempt to swiftly implement programs and policies to divert waste away from landfills. 62 jurisdictions in the region met or exceeded the 50% diversion mandate in 2002, while 106 jurisdictions did not meet this threshold as shown in the below table.

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Jurisdictions in the SCAG Region in Compliance with AB 939, for 2003			
County	Percentage of Waste Diverted from Landfills		
	Less than 50%	50% or Greater	No Data
Imperial	4	2	0
Los Angeles	45	25	6
Orange	18	15	0
Riverside	15	10	0
San Bernardino	19	4	2
Ventura	5	6	0
<b>SCAG Region</b>	<b>106</b>	<b>62</b>	<b>8</b>
Source: CIWMB. (2004). Countywide, regionwide, and statewide jurisdiction diversion progress report. Retrieved June 2, 2005, from <a href="http://www.ciwmb.ca.gov/LGTools/mars/jurdrsta.asp">http://www.ciwmb.ca.gov/LGTools/mars/jurdrsta.asp</a>			

#### Solid Waste Disposal Composition

Organic matter and paper comprise more than 55% of the waste in California in 2003, a decrease from 65% in 1999. Construction and demolition materials increased from 11.6% of the waste in 1999 (4.3 million tons), to 21% in 2003 (8.7 million tons). All other categories of waste individually account for less than 10% of California's waste stream.

California Overall Waste Stream Composition Data (1999, 2003)		
Type of Waste	Percentage	
	1999*	2003**
Organic, Other than Paper	35.1%	30.2%
Paper	30.2%	21.0%
Construction/demolition	11.6%	21.7%
Plastics	8.9%	9.5%
Metal	6.1%	7.7%
Special waste (includes ash, sewage, industrial sludge, etc)	3.1%	5.1%
Glass	2.8%	2.3%
Mixed residue	1.8%	1.1%
Household hazardous waste	0.3%	0.2%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>
*Source: CIWMB: 1999 California Statewide Waste Disposal Characterization Study. Retrieved August 13, 2004, from <a href="http://www.ciwmb.ca.gov/WasteChar/Study1999/OverTabl.htm">http://www.ciwmb.ca.gov/WasteChar/Study1999/OverTabl.htm</a>		
**Source: CIWMB. 1999 California Statewide Waste Characterization Study. Retrieved June 9, 2005, from <a href="http://www.ciwmb.ca.gov/Publications/default.asp?pubid=1097">http://www.ciwmb.ca.gov/Publications/default.asp?pubid=1097</a>		

#### Regional Landfill Capacity

Waste that is not diverted ends up in landfills. Landfills located in or near urban areas are rapidly approaching capacity. Urban landfill expansion and urban landfill creation is unpopular and often meets vociferous opposition.

Because of this opposition, the waste industry has sought new locations to deposit waste in remote parts of the SCAG region and in other states. One location in Riverside

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County, the Eagle Mountain Landfill, would have a capacity of 560 million cubic yards if permitted. An even larger landfill in the permitting process is in Imperial County. The Mesquite Regional Landfill would have a capacity of 970 million cubic yards. A third option would be to transport the waste by rail to a landfill in Utah. Fees associated with waste disposal could increase because of the increased cost to transport the waste to the landfill.

<b>Permitted Landfill Daily Throughput in the SCAG Region</b>	
<b>County</b>	<b>Daily Throughput (in tons)</b>
Imperial	2,114
Los Angeles	53,021
Orange	20,500
Riverside	19,452
San Bernardino	14,653
Ventura	4,500
<b>SCAG Region</b>	<b>114,240</b>
Source: CIWMB. (2003). Solid waste information system. Retrieved May 19, 2003, from <a href="http://www.ciwmb.ca.gov/swis/Search.asp">http://www.ciwmb.ca.gov/swis/Search.asp</a>	

The remaining capacity of 529.6 million cubic yards would last the region approximately 26 years if the region held constant to its 2002 waste disposal of 20.3 million tons. Permitting and opening planned landfills in Imperial County, north Los Angeles County and Riverside County would nearly quadruple the available capacity at the region's landfills to two billion cubic yards. SCAG forecasts that the region will add another 6 million people by 2030, generating additional waste.

<b>Remaining Capacity (In Cubic Yards) at Landfills in the SCAG Region</b>		
<b>County</b>	<b>Remaining Capacity (Cubic Yards)</b>	<b>Planned Additional Capacity (Cubic Yards)</b>
Imperial	8,460,468	970,000,000
Los Angeles	187,305,891	8,206,400
Orange	233,291,391	0
Riverside	48,033,915	559,693,680
San Bernardino	22,195,572	0
Ventura	30,270,129	0
<b>SCAG Region</b>	<b>529,557,376</b>	<b>1,537,900,080</b>
Source: California Integrated Waste Management Board. (2003). Solid waste information system. Retrieved June 6, 2005, from <a href="http://www.ciwmb.ca.gov/swis/Search.asp">http://www.ciwmb.ca.gov/swis/Search.asp</a>		

### Non-Disposal Solid Waste Facilities

There are non-disposal solid waste facilities in addition to landfills. Transfer stations, rail loading facilities, material recovery facilities, waste-to-energy facilities, and conversion technology facilities all handle waste. Some of these facilities are temporary holding centers until the waste is transported to landfills. Others look to recycle the waste or convert the waste-to-energy or other usable products, diverting the waste from landfills.

### Transfer Stations and Material Recovery Facilities

Transfer stations and material recovery facilities are interim steps in the process of hauling waste to landfills. Waste haulers bring the waste to these facilities and then the wastes are taken to final disposal sites. Some of these operations contain material recovery facilities that extract recyclable items from the waste before sending the remaining waste to landfills. There are over 70 active, permitted transfer/processing facilities in the SCAG region.

### Rail Loading Facilities for Waste Transfer by Rail

The large population and dense development in southern California leave few acceptable options for waste disposal near where the population is centered and the waste is generated. Both planned landfills in Riverside County and Imperial County are designed to accept waste-by-rail. In addition, other waste-by-rail facilities are located outside of the region, in places as far away as Utah.

### Waste-to-Energy Facilities

Although considered by the State of California to be "disposal facilities," waste-to-energy facilities take wastes that would otherwise be discarded into landfills and use them in a productive way to create energy. These facilities reduce the total amount of waste that is disposed in landfills and create products allowing for the conservation of other resources. Waste-to-energy facilities include:

- Biomass: Biomass energy is created when agricultural and forest residue, and/or organic waste is used to produce energy.
- Anaerobic Digestion: Anaerobic digestion is a biological process that produces a gas from organic wastes such as livestock manure, food processing waste, etc.
- Landfill Gas: Landfill gas power plants collect the gasses emitted by landfills and turn them into productive uses.
- Municipal Solid Waste: Municipal solid waste can be directly combusted in waste-to-energy facilities as a fuel with minimal processing, known as mass burn; it can undergo moderate to extensive processing before being directly combusted as refuse-derived fuel.<sup>3</sup>
- Waste Tire: Waste tire-to-energy facilities produce gypsum for agricultural use to make wallboard, fly ash (33% zinc) for animal feed and use as pigment, and bottom ash (70% iron oxide) to make cement, foundry, and road base.<sup>4</sup>

The California Integrated Waste Management Board provides Internet links to vendors and contractors of hydrolysis, gasification, anaerobic digestion, and other technologies with Internet web pages. Some of these vendors are located in California, with the rest in other states and countries. The conversion technology vendor links are available at <http://www.ciwmb.ca.gov/Organics/Conversion/Vendors/default.htm>

<sup>3</sup> California Energy Commission. (24 June 2002). Municipal Solid Waste Power Plants. Accessed November 16, 2004, from <http://www.energy.ca.gov/development/biomass/msw.html>.

<sup>4</sup> California Energy Commission. (24 June 2002). Waste Tire to Energy. Accessed November 16, 2004, from [http://www.energy.ca.gov/development/biomass/waste\\_tire.html](http://www.energy.ca.gov/development/biomass/waste_tire.html).



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Other Waste-to-Energy technologies such as distillation, gasification, hydrolysis, and pyrolysis convert post material recovery facilities for which there is no recycling market demand into high-value products such as energy, alternative fuels, and other industrial products. These processes divert wastes from landfills and produce energy and other products that can be used in place of consuming additional natural resources.

Often called conversion technologies, there is an effort in the California legislature to change the existing definition of conversion technology to include these technologies and provide diversion credits.

In the SCAG region, there are four waste-to-energy facilities that have been proposed.

<b>Planned Waste-to-Energy Facilities in the SCAG Region</b>		
<b>Facility</b>	<b>City</b>	<b>County</b>
Terameth Landfill Gas (Methanol Facility)	West Covina	Los Angeles
LA City Energy Recovery Project (Rsi)	Los Angeles	Los Angeles
International Environmental Solutions* (Pyrolysis Permits Pending)	Romoland	Riverside
Colmac Energy Project	Thermal	Riverside
Source: California Integrated Waste Management Board. (17 June 2004). Solid Waste Information System. Retrieved June 10, 2005, from <a href="http://www.ciwmb.ca.gov/SWIS/Search.asp">http://www.ciwmb.ca.gov/SWIS/Search.asp</a>		
*Source: site visit.		

#### Transformation Facilities

Transformation facilities incinerate municipal solid waste at board-permitted transformation facilities to produce heat or energy. "Transformation" does not include composting or biomass conversion. There are only two active permitted transformation facilities in the SCAG region.

<b>Active Permitted Transformation Facilities in the SCAG Region</b>		
<b>Facility</b>	<b>City</b>	<b>County</b>
Commerce Refuse-To-Energy Facility	Commerce	Los Angeles
Southeast Resource Recovery Facility	Long Beach	Los Angeles
Source: California Integrated Waste Management Board. (17 June 2004). Solid Waste Information System. Retrieved December 8, 2004, from <a href="http://www.ciwmb.ca.gov/SWIS/Search.asp">http://www.ciwmb.ca.gov/SWIS/Search.asp</a>		

#### Hazardous Waste Disposal

A wide range of businesses in southern California generate hazardous wastes, from printers and auto shops to oil refineries and electronics manufacturers. Households also produce hazardous wastes in order to protect the public's health and the environment. This section reports the amount of regional business and industry-generated hazardous waste and household universal hazardous waste. Universal waste refers to "fluorescent lamps, cathode ray tubes, instruments that contain mercury, batteries, and others."<sup>5</sup>

<sup>5</sup> California Integrated Waste Management Board. (27 Sept. 2004). Universal Waste. Retrieved December 7, 2004, from <http://www.ciwmb.ca.gov/WPIE/HazSub/UniWaste.htm>.

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#### Business and Industry-Generated Hazardous Waste

In 2003, the most recent data year available, businesses and industries in the SCAG region properly disposed of 1.3 million tons of hazardous wastes at appropriate facilities. Los Angeles County disposed of 75% of the hazardous waste.

<b>Hazardous Waste Disposed at specialized facilities 2003</b>		
<b>County</b>	<b>Hazardous Waste (In Tons)</b>	<b>Regional Percentage</b>
Imperial	72,956	5.60%
Los Angeles	971,253	74.95%
Orange	79,021	6.10%
Riverside	37,689	2.91%
San Bernardino	110,837	8.55%
Ventura	24,179	1.87%
<b>SCAG Region</b>	<b>1,295,935</b>	<b>100%*</b>
Source: California Department of Toxic Substances Control. Hazardous Waste Tracking System. Accessed June 7, 2005. <a href="http://hwts.dtsc.ca.gov/report_search.cfm?id=1">http://hwts.dtsc.ca.gov/report_search.cfm?id=1</a> *Errors due to rounding of decimal		

The five most prevalent types of hazardous waste disposed in the region account for 75% of all hazardous waste disposed in the region. Waste oil and mixed oil are the most disposed hazardous waste, followed by contaminated soils from site clean up, and other inorganic solid waste. The top five hazardous wastes disposed in the region are displayed in the following table.

<b>Top 5 Hazardous Wastes Disposed in the SCAG Region, 2003</b>		
<b>Waste Code Name</b>	<b>Waste Code</b>	<b>Tons Disposed</b>
Waste oil and mixed oil	221	341,066
Contaminated soils from site clean up	611	248,842
Other inorganic solid waste	181	199,988
Other organic solids	352	99,329
Asbestos-containing waste	151	78,020
Source: California Department of Toxic Substances Control. Hazardous Waste Tracking System. Accessed June 7, 2005. <a href="http://hwts.dtsc.ca.gov/report_search.cfm?id=1">http://hwts.dtsc.ca.gov/report_search.cfm?id=1</a>		

#### Household Hazardous Waste and Universal Waste

Household hazardous waste data is limited for the SCAG region. Data for household hazardous waste are only available for Los Angeles and Orange Counties. The data report the number of fluorescent lamps, batteries, and thermostats (Termed "universal waste") collected by these two counties during Fiscal Year 2000-2001. The Department of Toxic Substances Control has enacted a Universal Waste Rule governing the disposal of these types of waste.

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Los Angeles County Household Universal Hazardous Waste Collected, Fiscal Year 2000-2001			
Hazardous Waste	Amount Collected	Handling Capacity	Total Handling Cost
Fluorescent Lamps	2,584 lamps	Contracted	\$2,600
Batteries	41,585 lb	Contracted	\$51,000
Thermostats	450 lb commingled items	Contracted	\$80
Total			\$53,680
Source: California Integrated Waste Management Board. (2002, August). Household Universal Waste Generation in California.			

Orange County Household Universal Hazardous Waste Collected, Fiscal Year 2000-2001			
Hazardous Waste	Amount Collected	Handling Capacity	Total Handling Cost
Fluorescent Lamps	1,200 lamps	42,000 lamps	\$4,900
Batteries	6,800 lb	125,000 lb	\$8,000
Thermostats	500 thermostats	60,000 thermostats	\$1,900
Total			\$14,800
Source: California Integrated Waste Management Board. (2002, August). Household Universal Waste Generation in California.			

The handling costs for these hazardous wastes are low. The 2000-2001 fiscal year was the first year of the program to collect and properly dispose of these household hazardous wastes. The amount of wastes collected by this program is expected to increase dramatically by 2006. The costs of the program are estimated at \$20.7 million for Los Angeles County, \$3.7 million for Orange County, and \$262,000 for Imperial County. The other three counties in the SCAG region have not provided data for analysis.

#### Electronic Waste

The Information Age has made computers and other electronic equipment commonplace in most businesses and many homes. As technological advancements continue at a rapid pace, faster, smaller, and more affordable units quickly replace older electronic equipment. Consumers often desire to dispose of the "obsolete" technology and replace it with the latest equipment. Electronic waste, or "e-waste," is growing as part of the waste stream. Computers, televisions, VCRs, stereos, copiers, and fax machines are common electronic products included in e-waste. Many of these products can be reused, refurbished, or recycled. Residents and businesses need a place to properly dispose of the unwanted equipment. Jurisdictions and electronics companies have begun to develop programs to recycle these items and to dispose of them properly.

Proper management is key because some components are hazardous materials and need special handling. For instance, computer monitors and televisions have cathode ray tubes that include lead. Lead cannot be disposed of in standard landfills.

California enacted the Electronic Waste Recycling Act of 2003 to establish a funding system for the collection and recycling of certain electronic wastes. Key elements of the Electronic Waste Recycling Act of 2003 include:

- Reduction in hazardous substances used in certain electronic products sold in California.
- Collection of an electronic waste recycling fee at the point of sale of certain products.

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- Distribution of recovery and recycling payments to qualified entities covering the cost of electronic waste collection and recycling.
- Directive to establish environmentally preferred purchasing criteria for state agency purchases of certain electronic equipment.<sup>6</sup>

Some jurisdictions and electronics stores/manufacturers host hazardous waste drop off days to collect e-waste. Some companies will come to homes and businesses to collect the unwanted equipment and then reclaim and sell and recyclable material before properly disposing of the item. There are many options available to businesses and residents to properly dispose of unwanted computer and other electronic equipment.

### **Future waste system options**

Future waste system options will rely on a variety of disposal, diversion, and recycling options to accommodate expected waste.

#### Disposal

The Eagle Mountain Landfill and the Mesquite Regional Landfill will be the major available landfills to service the region in the future. Because these landfills are so far from the population that they service, transportation costs will increase.

#### Conversion Technology Facilities

Conversion technologies offer ways to reduce wastes and produce useful products. These types of processes will need to be explored and developed in an effort to keep up with the wastes that will be generated by a growing population.

#### Recycling

Recycling incentives and mandates will likely increase as waste transportation and disposal costs increase. New automobiles contain parts that are more easily recyclable.

### **Measurement/Indicators**

Reviewing the number of jurisdictions that have met the state-required 50% waste reduction is a good indicator of how the region is doing regarding limiting its solid waste. 115 out of 190 reporting jurisdictions in the SCAG region recycle less than 50% of their wastes. More than half of the reporting jurisdictions in the region are not reaching the 50% threshold, a threshold that was stipulated for the year 2000. While the region can be encouraged by the 75 jurisdictions that have met or exceeded the state-mandated threshold, more will need to be done by local jurisdictions to reduce or recycle the waste generated within the region. The alternative could be greater state mandates/regulations.

The amount of waste disposed in landfills that was generated in the SCAG region has decreased from 1990 to 2002 due to the required increased recycling efforts of AB 939. However, as the population has continued to rise, wastes disposed in landfills have crept higher toward the 1990 amount. Some wastes are being diverted from landfills but waste

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<sup>6</sup> California Integrated Waste Management Board. (6 Dec. 2004). Electronic Waste Recycling Act of 2003 (SB 20). Retrieved December 7, 2004, from <http://www.ciwmb.ca.gov/Electronics/Act2003/>.

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still is being generated at a large amount per person per day. Continued population growth could lead to continued growth in wastes that could overwhelm existing landfills.

#### Measurement/Indicators

- Per capita solid waste generation  
Is per capita solid waste generation decreasing? Continued reduction in solid waste generation/capita would provide a quantitative indicator of progress in reducing solid waste.
- Per capita hazardous waste generation  
Is per capita hazardous waste generation decreasing? Continued reduction in hazardous waste generation/capita would provide a quantitative indicator of progress in reducing hazardous waste.
- Per capita solid waste disposal  
Is per capita solid waste disposal decreasing? Along with the above generation indicator, this indicator is quantifiable and can indicate the amount of recycling/diversion that is occurring.
- Per capita hazardous waste disposal  
Is per capita hazardous waste disposal decreasing?
- Diversion rate  
Are the number of cities that have met the 50% diversion rate threshold increasing? For failing cities, is there a process to determine applicable solutions?

#### **Analysis/Responsiveness to Growth Vision Principles**

SCAG's Growth Vision provides four principles: mobility, livability, prosperity, and sustainability, on which to view future actions and development. The actions in each of the chapters of the Regional Comprehensive Plan help to implement the principles.

##### **Mobility**

- Coordinating land use and transportation would ensure that solid waste handlers could move solid and hazardous waste efficiently and safely to disposal sites.

##### **Livability**

- Fostering livability in all communities would require proper siting of solid waste facilities, including hazardous waste facilities.

##### **Prosperity**

- A regional solid waste policy would address environmental justice concerns.

##### **Sustainability**

- Preserving rural, agricultural, and environmentally sensitive areas would require a regional solid waste and hazardous waste disposal siting policy.
- Developing strategies to accommodate growth that use resources more efficiently would lead to reducing and recycling wastes.
- Utilizing "green" development techniques would lead to less waste from construction.

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# REPORT

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**DATE:** August 22, 2005

**TO:** Regional Comprehensive Plan Task Force

**FROM:** Jacob Lieb, Acting Lead Regional Planner, (213) 236-1921, [lieb@scag.ca.gov](mailto:lieb@scag.ca.gov)

**SUBJECT:** Preliminary Draft Land Use and Housing Chapter

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## **RECOMMENDED ACTIONS:**

Recommend that the Community, Economic and Human Development Committee (CEHD) release the Preliminary Draft Land Use and Housing Chapter for public review. Approve the process described below for making refinements to the chapter.

## **SUMMARY:**

On January 18, 2005, the Regional Comprehensive Plan (RCP) Task Force gave instructions to staff on the completion of a Draft Land Use and Housing Chapter. A subsequent report to the CEHD Committee was made in March 2005. Staff has prepared a preliminary draft for the Task Force's consideration at this time. Further, staff is proposing additional steps to make refinements to the Chapter consistent with previous Task Force discussions.

## **BACKGROUND:**

The Regional Comprehensive Plan incorporates all applicable, current policies of the Regional Council, and develops an action plan for implementation by outside entities. Over the last year, staff, under the direction of the RCP Task Force, has developed a preliminary draft of the Land Use and Housing Chapter.

At this time, the chapter should not be considered final. Rather, it includes the two key sections developed during the first year of the planning process. Pending approval by the Task Force and the CEHD, staff will release this preliminary draft to the public, and undertake further activities to refine and complete the Chapter.

As discussed with the Task Force at the April and May 2005 meetings, the current (2005-2006) fiscal year effort will focus on the crafting of performance outcomes for each chapter. These outcomes should have the following features:

- Consistent with Federal and State legal requirements, at a minimum (can be more rigorous, but not less)
- Fully incorporates plans prepared by responsible agencies
- Can be measured at intermediate stages
- Can be adapted to be used as significance thresholds in environmental analysis under the California Environmental Quality Act.

For the Land Use and Housing Chapter, this process, as proposed by staff, will be coordinated with the on-going 2% Strategy Implementation process, which includes its own performance measurement component. The procedure for developing plan outcomes will include a review of applicable State and regional plans,



# REPORT

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direct outreach to agencies with policy and regulatory authority, and dialogue to mediate various plan provisions.

**Attachment:** Preliminary Draft Land Use and Housing Chapter

# Land Use Policies

SourceDocument	id Policy	Type
<b>EIR</b>		
	185 Help reduce fire threats in the region as part of the Growth Visioning process and as policies in the update of SCAG's Regional Comprehensive Plan and Guide.	Mitigation
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	165 Encourage airport sponsors to implement voluntary curfews, changes in aircraft operations, adjacent land use compatibility, and physical noise buffers for aircraft and vehicles, where appropriate and feasible, to minimize noise impacts of aviation activities.	Mitigation
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	181 Promote water-efficient land use development.	Mitigation
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	184 Encourage the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.	Mitigation
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>149 Encourage implementation agencies to establish transfer of development rights (TDR) programs to direct growth to less agriculturally valuable lands (while considering the potential effects at the sites receiving the transfer) and ensure the continued protection of the most agriculturally valuable land within each county through the purchase of the development rights for these lands.</p> <div> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy </div> <div> <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water </div> <div> <input checked="" type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space </div> <div> <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste </div> <div> <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </div>	Mitigation
	<p>150 Encourage implementation agencies to avoid the premature conversion of farmlands by promoting infill development and the continuation of agricultural uses until urban development is imminent; if development of agricultural lands is necessary, growth should be directed to those lands on which the continued viability of agricultural production has been compromised by surrounding urban development or the loss of local markets.</p> <div> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy </div> <div> <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water </div> <div> <input checked="" type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space </div> <div> <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste </div> <div> <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </div>	Mitigation
	<p>151 Encourage implementation agencies to obtain assistance from the American Farmland Trust in developing and implementing farmland conservation measures.</p> <div> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy </div> <div> <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water </div> <div> <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space </div> <div> <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste </div> <div> <input type="checkbox"/> Economy <input type="checkbox"/> Other </div>	Mitigation
	<p>152 Future impacts to open space and recreation lands shall be avoided through cooperation, information sharing, and program development during the update of the Open Space and Conservation chapter of SCAG's Regional Comprehensive Plan and Guide and through SCAG's Energy and Environment Committee.</p> <div> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy </div> <div> <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water </div> <div> <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space </div> <div> <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste </div> <div> <input type="checkbox"/> Economy <input type="checkbox"/> Other </div>	Mitigation

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>154 Encourage member jurisdictions that have trails and trail segments determined to be regionally significant to work together to support regional trail networks. SCAG shall encourage joint use of utility, transportation and other rights-of-way, greenbelts, and biodiversity areas.</p> <p> <input checked="" type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input type="checkbox"/> Housing           <input checked="" type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input checked="" type="checkbox"/> Other         </p>	Mitigation
	<p>155 Encourage that multiple use of spaces be allowed as feasible and practical, and encourage redevelopment activities to focus some investment on recreation uses so as to provide more opportunities for access to open space close to the urban core.</p> <p> <input type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input type="checkbox"/> Housing           <input checked="" type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input checked="" type="checkbox"/> Other         </p>	Mitigation
	<p>158 Work with its member cities and counties to help ensure that transportation projects and growth are consistent with the RTP and general plans.</p> <p> <input checked="" type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input type="checkbox"/> Housing           <input type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input checked="" type="checkbox"/> Other         </p>	Mitigation
	<p>160 Use SCAG's Growth Visioning program and the forthcoming Regional Growth Vision to build a consensus in the region to support changes in land use to accommodate future population growth while maintaining the quality of life in the region.</p> <p> <input type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input type="checkbox"/> Housing           <input type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input checked="" type="checkbox"/> Economy           <input checked="" type="checkbox"/> Other         </p>	Mitigation
	<p>153 Encourage member jurisdictions to work as partners to address regional outdoor recreation needs and to acquire the necessary funding for the implementation of their plans and programs.</p> <p> <input type="checkbox"/> Transportation           <input type="checkbox"/> Energy  <input checked="" type="checkbox"/> Land Use           <input type="checkbox"/> Water  <input type="checkbox"/> Housing           <input checked="" type="checkbox"/> Habitat and Open Space  <input type="checkbox"/> Air Quality           <input type="checkbox"/> Solid Waste  <input type="checkbox"/> Economy           <input checked="" type="checkbox"/> Other         </p>	Mitigation

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	161 Work with member agencies to implement growth strategies to create an urban form designed to utilize the existing transportation networks and the transportation improvements contained in the 2004 RTP, enhancing mobility and reducing land consumption.	Mitigation
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	159 Work with cities and counties to ensure that general plans reflect RTP policies. SCAG will work to build consensus on how to address inconsistencies between general plans and RTP policies.	Mitigation
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

## Growth Vision

	58 Foster livability in all communities	Goal
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	78 Create a region with many centers.	Goal
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	69 Promote sustainability for future generations	Goal
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	53 Improve mobility for all residents	Goal
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	70 Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Policy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input type="checkbox"/> Other	
	57 Promote a variety of travel choices.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	79 Encourage investment in transit.	Policy
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	54 Encourage transportation investments and land use decisions that are mutually supportive.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	67 Support local and state fiscal policies that encourage balanced growth.	Policy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	60 Promote development that provides a mix of uses.	Position
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	65 Support educational opportunities that promote balanced growth.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	55 Locate new housing near existing jobs and new jobs near existing housing.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	56 Encourage transit-oriented development.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	81 Protect sensitive environmental features such as steep slopes, wetlands, and stream corridors from development.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	61 Promote "people-scaled", walkable communities.	Principle
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	62 Support the preservation of stable, single-family neighborhoods.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	



<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	71 Focus development in urban centers and existing cities.	Principle
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	72 Develop strategies to accommodate growth that use resources efficiently, eliminate pollution and significantly reduce waste.	Principle
	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input checked="" type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input checked="" type="checkbox"/> Air Quality <input checked="" type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	59 Promote infill development and redevelopment to revitalize existing communities.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	82 Promote compact, centers- and corridors-focused development, mixed-use, and transit-oriented development.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	80 Locate heavy trip generating development in areas with robust existing transportation infrastructure.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy	
	<input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water	
	<input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space	
	<input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste	
	<input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

## Legislative Positions

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	189 SCAG supports efforts of the State to reform housing planning such that it can: a) achieve a higher level of transportation and air quality performance b) improve housing availability and affordability c) provide for performance and accountability measurements for local governments and others.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

## Resolutions

142 Supports the continued operations of all military facilities in the SCAG region.	Position
<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

## RTP

5 Encourage land use and growth patterns that complement our transportation investments.	Goal
<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

3 Preserve and ensure a sustainable regional transportation system.	Goal
<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	

1 Maximize mobility and accessibility for all people and goods in the region.	Goal
<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	26 Focus growth along transit corridors and nodes to utilize available capacity.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	46 Provide for regional capture of economic development opportunities and job growth created by the prospect of significant regional air traffic growth between now and 2030.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input type="checkbox"/> Other	
	49 Reflect that each county should have both the obligation and the opportunity to meet its own air traffic needs where feasible.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	51 Mitigate effects of expanding airports and consider the reuse of former military airfields so that community impacts are minimized.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	52 Maximize air passenger and air cargo utilization of outlying airports in less-populated areas.	Policy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	<p>8 RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.</p> <p> <input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy
	<p>33 Prioritize projects that enhance safety and security.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Policy
	<p>50 Support capacity expansion at major existing and potential airports to handle anticipated increases in passengers and cargo volume.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Position
	<p>48 Reflect environmental, environmental justice, and local quality of life constraints at existing airports that operate in built-out urban environments.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Principle
	<p>42 Prioritize transportation projects that support land use goals.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other </p>	Principle
	<p>10 System expansion is no longer the primary transportation investment strategy to provide improved mobility.</p> <p> <input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other </p>	Strategy

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	25 Use infill where appropriate to revitalize underutilized development sites.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	41 Advance long-range study corridors from the 2001 RTP in high-demand and/or high-growth areas, based upon the findings of the RSTIS process.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	29 Ensure adequate access to open space.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input checked="" type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input type="checkbox"/> Other	
	31 Change land use to correspond to the implementation of regionally significant major transportation projects and their consequent short-and long-term job creation effects.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input type="checkbox"/> Other	
	24 Use the proposed funding for non-motorized transportation to implement bikeway expansion projects, create a bicycle- and pedestrian-friendly transportation environment, induce mixed-use development that promotes biking and walking, and conduct public safety education for bicyclists and pedestrians.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input checked="" type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	

<i>SourceDocument</i>	<i>id Policy</i>	<i>Type</i>
	32 Incorporate the local input and feedback on future growth received from 90 percent of the jurisdictions in the SCAG region.	Strategy
	<input type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input checked="" type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input checked="" type="checkbox"/> Other	
	30 Change land use to correspond to the implementation of a decentralized regional aviation strategy and its consequent short- and long-term job creation effects.	Strategy
	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Energy <input checked="" type="checkbox"/> Land Use <input type="checkbox"/> Water <input type="checkbox"/> Housing <input type="checkbox"/> Habitat and Open Space <input type="checkbox"/> Air Quality <input type="checkbox"/> Solid Waste <input checked="" type="checkbox"/> Economy <input type="checkbox"/> Other	

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## **2005/06 SCAG RCP**

### **Preliminary Draft Action Plan for Land Use and Housing Chapter**

#### **INTRODUCTION**

The action plan for Land Use and Housing identifies policy and practice that SCAG endorses for external parties and for itself. While the actions included here are advisory, SCAG will refer to its recommended practices in administering Inter-Governmental Review as authorized by CEQA. The action plan includes items identified as mitigation in the Program Environmental Impact Report for the 2004 Regional Transportation Plan (RTP).

The action plan, as with other RCP chapters, is organized according to the party that is intended to carry out the action. As such, there is a section for recommendations for the Federal Government, State Government, SCAG and other regional agencies, and local government. The action plan is further organized by distinguishing actions that are critical to implementing SCAG's regional growth vision and those which are presented as advisable practices.

Critical Path actions/Implementing the Vision – The Regional Council has created a clear set of objectives and goals related to land use and development in Southern California. In large part, these goals are formalized by the adoption of the Compass Growth Vision in 2004. Further, many of the assumptions of the vision were included as specific land use measures in the 2004 Regional Transportation Plan. Therefore, the region must pursue implementation of its growth vision, not only to ensure quality of life and sustainability, but also to ensure the viability of the RTP and its associated EIR and Air Quality Plan.

The vision for future growth and development is described in full in the Policy section of this chapter. Reviewed briefly here, the vision calls for acceleration of growth in key strategic areas. These areas are identified as specific locations around the region. These areas are defined by their characteristics which are as follows:

1. They are along major corridors which are, or can be well served by transit, or
2. They are regional or sub-regional centers (e.g. downtowns), or
3. They are aligned with major infrastructure or regional facilities.

These locations are termed 2% Strategy opportunity areas, in that the land mass where change in growth and development is required comprises 2% of the region's urbanized area. The action plan identifies a set of actions for communities that have a 2% Area identified within their boundaries. Other actions are specified as general practice for all jurisdictions in the region.

The region will achieve demonstrable benefits from the implementation of the land use measures identified in this plan. Those benefits include improved mobility, air quality, and regional competitiveness. The rationale for the measures included here is also described in details the Policy and Existing Conditions sections of this chapter. SCAG



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also believes that the benefits of pursuing the implementations actions described here will accrue to the local level, in particular, because there are a variety of tools that can be adapted to local conditions and local objectives.

The “Existing Conditions” section describes barriers to the types of growth and development described in the Growth Vision. Briefly reviewed here, these barriers are:

1. Lack of adequate, predictable revenues streams at the local government level combined with,
2. aging and inadequate infrastructure in older, urban communities.
3. Planning practice that is ad-hoc and reactive rather than broad and proactive.
4. Lack of knowledge and expertise regarding the benefits of in-fill and urban development.
5. NIMBYism.

The actions described here as “critical path” are those specifically intended to remove or ameliorate these barriers in the locations where growth should occur.

## **RECOMMENDED ACTIONS**

### **Actions for the State of California**

1. SCAG strongly encourages the State to improve the municipal finance structure affecting virtually all local governments in California. Reforms should be developed with two clear goals:
  - Ensure the reliability of revenue streams to local government such that local finances are not the first resort in difficult budget years.
  - Ameliorate the incentives inherent in the current fiscal system, which promote inefficient land uses. (Policy Reference:67)
2. SCAG strongly encourages the State to continue reforms of the Housing Element and housing allocation processes. These reforms should promote the broad goals stated by the Secretary of Business, Transportation and Housing and shared by SCAG:
  - Each municipality has a clear responsibility to provide housing based on the growth in population and jobs generated in the community.
  - Jurisdictions should be able to collaborate in meeting housing needs.
  - Planning for housing should be pursued over a longer time frame in line with other major growth planning efforts. (Policy Reference: 189)
3. The State should address the confusing, and often conflicting growth policies and plans performed by various State agencies. (Policy Reference: 189)
4. The State should elevate the role of regional growth planning such that the growth forecast prepared for the RTP is used for various State planning and resource allocation functions. (Policy Reference: 189)

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## **Actions for SCAG**

SCAG will continue its 2% Strategy effort in order to ensure that the land use policy changes envisioned in Compass are implemented. SCAG will continue to refine land use measures in its current and future RTP planning processes. (Policy Reference: 159, 160, 161)

SCAG will advocate for legislative changes as described above under State actions. (PR New)

SCAG will continue and expand on-going programming to educate elected officials and the public regarding the benefits of appropriate growth and development, and of affordable housing. (Policy Reference: 159, 160, 161)

SCAG will continue activities to ensure completion of mitigation measures identified in the 2004 RTP EIR. Those measures related to land use and housing are listed in the policy section of this chapter. (Policy Reference: 159, 160, 161)

SCAG will engage a study to explore ways that portions of the benefit derived from public reinvestment or land use policy actions can be recaptured to fund public needs. (Policy Reference New)

## **Actions for Cities and Counties**

### **Critical Path Action – Implementing 2% Strategy**

Jurisdictions that have within their boundaries an area identified in the 2% Strategy as critical to the region's growth and development are urged to take all necessary steps to maximize the opportunity for the envisioned growth to occur. This plan identifies a number of tools communities can use in combination to reach their development potential. **An attached matrix (Attachment 1) records the steps that jurisdictions are encouraged to take given the specific type of growth opportunity area that exists.**

Beyond considering the individual actions described here, communities with 2% Strategy Areas are encouraged to work with SCAG in developing and implementing an overall growth strategy for the affected areas.

**The following are advisable actions or tools for use in all jurisdictions:**

### **General Considerations**

Planning at the local level occurs along a continuum from the most broad – the General Plan – to the most specific – individual project level approvals. This action plan contains recommendations for approaches to a range of planning, regulatory, environmental, and financial activity. In approaching the whole range of activities, SCAG encourages

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localities to focus their efforts on the broadest, most generalized level possible. Ideally, communities should use the General Plan process to set the course for future development within the jurisdiction. Among planning procedures, the General Plan should have the greatest degree of community participation. Each successive level of activity, including zoning, neighborhood planning, specific planning, and permitting should become increasingly specific in defining the community's desire for development types and locations. A community that successfully defines its goals and strategies in the broader policy documents should be able to ease the project permitting process by retaining less discretion at that level.

Often, however, communities are unable to dedicate the time and resources to undertake a full General Plan update. While this action plan strongly urges jurisdictions to maintain an up to date General Plan, it also recognizes these real world limitations. As such, the underlying assumption of this recommendation is that a community should concentrate its efforts on the broadest level planning that it is able to undertake.

Jurisdictions should endeavor to maximize community involvement in broad scale planning process such as the General Plan or specific plan. Residents of communities should feel that their concerns have been duly considered in these planning processes such that community members may support individual projects consistent with the community's broad goals, and opposition to individual projects is lessened. (Policy Reference 159)

## **Policy Actions**

### **General Plan**

Municipalities are encouraged to keep the State mandated General Plan up-to-date. Communities are encouraged to take a comprehensive approach to updating the General Plan. In particular, SCAG advises communities to ensure that infrastructure assumptions described in the circulation element are supportive of the community's development goals described in the land use and housing elements. Community's are encouraged consider the regional setting in determining their own development goals and are strongly encouraged to submit the General Plan and General Plan elements to SCAG under the Inter-Governmental Review Program. (Policy Reference 159)

### **Housing Element**

As part of complying with State Housing Element requirements, communities are encouraged to assess, on a regular basis, potential sites for the development of affordable housing. Communities should assess the long term needs for housing based on population and employment projections, and identify opportunities within their land use planning to accommodate housing growth. Affordable housing projects should be given consideration when opportunities for infill and redevelopment arise. (Policy Reference 28, 55, 64)

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## **Planning Actions**

### **Zoning Ordinance**

SCAG advises municipalities to ensure that their zoning ordinance effectively implements the goals of the community and the policies described in the General Plan. SCAG strongly encourages the use of innovative approaches in crafting a zoning ordinance, including Form Based Zoning. Form Based zoning is an approach whereby building types and design specifications are clearly delineated, uses are simplified, and zones are organized by intensity of use, rather than by type of use. In any zoning ordinance, the community should seek to clearly define its intentions for the future of the built environment, such that discretion at the individual project permitting level is limited. (Policy Reference 159, 160, 161)

### **Specific Plan**

Local governments are encouraged to develop specific plans for areas identified, by themselves or by the region, as key growth opportunities. The specific plan can be used to create additional definition regarding the types and intensities of use under the parameters set forth in the General Plan. For example, design considerations can be effectively addressed in a specific plan. Communities should perform an environmental analysis of the specific plan such that can be tiered by individual project proposers. (Policy Reference 159, 160, 161)

Communities preparing a specific plan are strongly encouraged to reference the “Planners Guide to Specific Plans” published by the Governor’s Office of Planning and Research.

### **Infrastructure planning**

Communities are encouraged to undertake comprehensive reviews of their infrastructure needs and balance these needs against available revenues. Specific recommendations on planning around infrastructure needs will be found in the Water, Solid Waste, Energy, and Open Space chapters of this RCP. (Policy Reference 54, 58, 59, 69, 71, 72, 80, 82, 159, 160)

## **Environmental Actions**

### **California Environmental Quality Act (CEQA) Implementation**

CEQA allows local governments to create local implementing ordinances that can set thresholds for environmental impacts at the local level, and can establish clearer expectations for mitigation on various types of projects. Communities are strongly encouraged to adopt a CEQA implementing ordinance. (Policy Reference 58, 69, 70, 81)

### **Master Environmental Documentation**

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As described above under “Specific Plan,” a community can more effectively promote desired development by producing tiered environmental analysis, as allowed under CEQA. The best case scenario for this type of practice is to perform and certify an environmental review on a neighborhood and specific plan, such that project level implementation does not require additional review. This can greatly reduce the time and cost for development. Communities are encouraged to give full consideration to the environmental and health impacts of plan implementation and to create appropriate mitigation schemes. SCAG considers examination and mitigation of environmental impacts at the plan level to be favorable to the project level. (Policy Reference 58, 69, 70, 81)

### **Uniform Mitigation**

Establishing predictable standards for mitigation of impacts associated with new development is highly recommended. This can be accomplished through a mitigation program, or through pooled mitigation fees on new development.

Two counties in the SCAG region have implemented transportation uniform mitigation fees. These fees are imposed on new development and provide funding for new transportation infrastructure in accordance with the need that new development creates. By creating a uniform fee at the county level, there is no variability in mitigation measures that might otherwise be imposed on individual projects.

Counties that do not have uniform mitigation programs are encouraged to consider them. In so doing, these counties should endeavor to ensure equitable distribute of the funds generated, such that the new development providing the funding is in fact served by new infrastructure. Counties should realistically estimate revenue generated from fee programs such that programming can be sustained through slower building cycles. (Policy Reference 58, 69, 70, 81)

### **Regulatory Actions**

#### **Parking**

Parking requirements imposed by localities on various types of development have a profound impact on the viability of potential projects. Communities interested in creating or building mixed use of regional centers are encouraged to give strong consideration to establishing shared parking for residential, commercial and retail uses. There are several successful examples of shared parking programs in the SCAG region, and available planning tools are described in the “resources” section of this chapter.

Additionally, many jurisdictions simply require too much parking for all types of development. Recognizing that high parking requirements increase the cost of development and use substantial amounts of space, communities are strongly encouraged to review their parking requirements. (Policy Reference 61, 82)

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#### **Brownfield ordinance**

Many communities in the SCAG region have effective ordinances that assist in the cleanup and redevelopment of brownfield sites. All jurisdictions, particularly those in the older, more urbanized part of the region, should give strong consideration to the adoption of such an ordinance. Communities are encouraged to reference Brownfields research conducted by SCAG which is described in the “resources” section of this chapter. (Policy Reference 59)

#### **Adaptive Reuse ordinance**

Few communities in the SCAG region have adopted ordinances to assist in the conversion of vacant or underutilized properties. SCAG strongly encourages the conversion of aging commercial, office, and some industrial properties to housing and mixed use with housing. The City of Los Angeles produced an effective ordinance that can be used as a model. The Los Angeles ordinance simplifies processing and relaxes some building standards. Further, SCAG produced a research paper on best practices in adaptive reuse. (resources section) (Policy Reference 59)

#### **Mixed use**

Communities are encouraged to allow mixed use at various locations. (Policy Reference 60)

#### **Affordable housing incentives**

Communities are encouraged to consider adoption of various tools to facilitate the development of lower income/affordable housing. Such tools include:

Density bonus – allows a developer to increase density over what is allowed by zoning if a pre-determined share of units provided are affordable.

Inclusionary zoning – mandates inclusion of affordable units in new housing developing. A community can, within an inclusionary ordinance, specify criteria where the requirement would be triggered, such as projects over a certain size. In some communities, developers are able to pay an “in-lieu” fee into an affordable housing development fund rather than build units.

Parking concessions - allows developers to reduce the required number of parking spaces with new housing that includes an affordable component. (Policy Reference 64)

#### **Finance Actions:**

##### **Fee structures**

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As described above under Uniform Mitigation, local governments can effectively finance some infrastructure and other needs through imposition of fees on development. While this practice is generally advisable, SCAG encourages communities to comprehensively review fee placed on growth and development such that fees do not have the effect of suppressing development, and so that proceeds are applied appropriately. (Policy Reference 58, 69, 70, 81)

#### Benefit Assessment

Communities are encouraged to explore establishing assessments on property in cases where a local action increases value. For example, if a rezoning to residential causes an increase in property value, the locality can potentially recapture a portion of the value gain for the purpose of funding infrastructure, mitigation, and service needs associated with growth in that location. (Policy Reference 58, 69, 70, 81)

#### Data and Analysis Actions/ Tools

SCAG has developed various tools as part of the 2% Strategy Implementation effort that can be helpful in assessing and planning for growth and development. Communities are encouraged to access these tools from SCAG. They include:

- Tipping Point Analysis<sup>1</sup>
- Redevelopment strategy
- Economic development strategies
- Development of code amendments
- Model ordinances
- Public involvement
- Small site workshops
- Alternative scenario development and analysis
- Photo simulations
- Urban design solutions
- Resource sharing

#### **CROSS REFERENCE:**

Many actions related to land use are also included in the Water, Air Quality, Open Space, and Transportation Chapters. Communities are encouraged to examine these other action plans for additional guidance.

Attachmetn

Preliminary Land Use Action Matrix by Local Characteristic

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<sup>1</sup> – combines analysis of various regulatory actions (parking requirements, floor areas, etc) to determine the best mix to incentivize development.



# SCAG 2005 RCP

## Preliminary Land Use Action Matrix by Local Characteristic - Attachment 1

<i>Characteristic/Location</i>	<i>Potential Action</i>	<i>Tools</i>
City center	Dense, mixed use downtown	
Corridor	Focus, intensify mix use development and housing	
Corridor	Preserve nearby sensitive areas, existing neighborhoods	
Corridors	Focus mixed use growth along these corridors with villages at transit nodes where the corridors intersect. Enhance surrounding neighborhoods with compatible infill.	
Corridor and Station community	Focus mixed use development with villages at transit stops.	
Corridor and Station community	Focus mixed use development close to commuter and light rail stations	
Mainstreet/Transit Corridor	Focus growth along key corridors with mixed use, village areas around transit nodes.	
Mainstreet/Transit Corridor	Infill underdeveloped areas	
Mainstreet/Transit Corridor	Preserve existing neighborhoods	
Mainstreet/Transit Corridor	Focus the more dense growth on areas closest to highway interchange with village development around BRT station. Keep development in flat areas to preserve hills.	
New neighborhood areas	Utilize flatter, lower elevation areas to accommodate new housing - decreasing pressure for developing hillsides.	
New neighborhood areas	New neighborhoods and infill in existing low density areas, keeping development close to major roads and existing towns to preserve rural areas and in flat areas to preserve hills.	
New neighborhood areas	Focus infill and high-density residential in undeveloped areas	
Potential new transit station area	Focus mixed use development to create a station village around a suggested new commuter rail station.	
Potential new transit station area	Focus mixed use development close to core near potential future high-speed rail station. Encourage compatible infill in existing neighborhoods and mixed use development.	

# SCAG 2005 RCP

## Preliminary Land Use Action Matrix by Local Characteristic - Attachment 1

Potential new transit station area	Focus mixed use development to create a station village around a suggested new commuter rail station.
Rail transit station area and Transit Corridor	Mixed use and residential development Focused on the transit station area.
Regional Center	High density downtown development with intense mixed use and employment filling underutilized areas.
Regional Center	Intense mixed use development downtown and along major corridors, compatible infill throughout grid. Avoid developing any sensitive areas.
Regional Center	Create higher density villages around rail stations and transit nodes, focus mixed use in all current commercial areas, encourage compatible infill in existing neighborhoods.
Regional Center	Focus higher density mixed use growth in central area, around rail stations, and around airport. Preserve existing neighborhoods and add compatible infill.
Regional center	High density mixed use development, infill, with the highest densities along the rail line and the potential rapid bus line
Station area	Focus mixed use development to create a station village around a commuter rail station.
Station area	Focus mixed use development to create a station village around rapid bus station
Station area	New development throughout area, protecting sensitive areas.
Station Area	Industrial and mixed use area along rail corridor, village area around any stations
Station area and corridor	Village growth around commuter rail station. Mixed use along corridors, preserve existing neighborhoods.
Station area and corridor	Focus village development around commuter rail station and along corridor
Station Area and Corridor	Mixed use development near rail corridor and major streets, village development around stations.
Station Area and Corridor	Mixed use village development
Station areas	Focus mixed use development to create a station village around metro station.

# SCAG 2005 RCP

## Preliminary Land Use Action Matrix by Local Characteristic - Attachment 1

Station areas	Focus mixed use development to create a station village around both LRT and commuter rail stations.
Station areas and corridors	Focus mixed use development to create a station village around a commuter rail station.
Station areas and corridors	Create village around rapid bus intersection and focus mixed use along the two corridors.
Town Center	Focus mixed use and other denser development
Town center and station area.	Mixed use development around rail station.
Urban neighborhood	Medium residential with multi-family
Urban neighborhood and transit station	Focus mixed use development around rail stops, compatible infill in surrounding areas.
Urban neighborhood and transit station	Focus development along the rapid bus corridors with villages at nodes, compatible infill housing in the rest of the neighborhood.
Urban neighborhood and transit station	Focus mixed use development along major streets with village around rapid bus station
Urban neighborhood and transit station	Focus intense mixed use development in village form around commuter rail station, focus other fairly dense development along corridors and throughout grid area.
Urban neighborhood and transit station	Focus commercial and mixed use development around commercial core of area and around transit nodes.
Urban neighborhood and transit station	Focus mixed use and employment to rail station areas.
Urban neighborhood and transit station	Focus mixed use development close to rapid bus stops, preserve character of surrounding area.
Urban neighborhood and transit station	Focus development to flat area close to preserve hills.
Urban neighborhood with small scale corridor	Infill development, mixed use where possible.
Urban neighborhood with small scale corridor	Focus mixed development along major corridors while preserving existing neighborhoods while adding compatible infill.